

Riverside County Transportation Commission and San Bernardino Associated Governments 2003-2004 Federal Legislative Program

OVERALL OBJECTIVES

1. Protect and enhance current funding levels for transportation programs.
2. Protect and enhance flexibility in use of transportation revenue.
3. Reduce or eliminate costly and duplicative administrative and regulatory requirements.

FEDERAL LEGISLATIVE PROGRAM

1. Protect and enhance current funding levels for transportation programs.
 - A. Support efforts to bring transportation appropriations to authorized levels.
 - B. Seek a fair share for San Bernardino and Riverside County of any federal funding made available for transportation programs and projects.
 - C. Support legislation to secure adequate budget appropriations for highway, bus, rail, air quality and mobility programs in San Bernardino and Riverside County.
 - D. Support continued Federal commitment of funds to support public transit, to assure that California and the western states receive a fair share of the AMTRAK funding resources as compared to the North East Corridor.
 - E. Seek specialized funding for goods movement projects of international and national significance that are beyond the funding ability or responsibility of local and state transportation programs and budgets.
 - F. Seek funding for airport ground access and other airport development needs in Riverside and San Bernardino Counties.
2. Protect and enhance flexibility in use of transportation revenue.
 - A. Support legislation that will modify federal project development requirements for transit projects to make them more consistent with the process employed for highway projects.
 - B. Support legislation to exempt commuter rail services operating within existing railroad right-of-way from federal new start and alternative analysis requirements in order to utilize federal funding.
 - C. Support efforts to pursue funds to facilitate timely conversion of public sector fleets to alternative fuels to meet federal fleet conversion mandates.

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- D. Support tax benefits and/or incentives for transportation demand management programs and alternative fuel programs to promote the use of alternate modes of transportation.
- E. Support increased federal funding for Alameda Corridor improvements in Los Angeles County and Alameda Corridor East improvements in San Bernardino and Riverside County and increase opportunities for San Bernardino and Riverside Counties to access these funding sources. Seek continued federal funding of Maritime Administration studies focusing on an "Inland Rail Port" in San Bernardino County and Riverside County.
- F. Support legislation that ensures coordination of transportation and social service agency funding (i.e. Departments of Aging, Rehabilitation, and Welfare).
- G. Support legislative or administrative policies that promote a "regional" approach to airport development and usage of Southern California Logistics, San Bernardino International, and Ontario International airports and the March Joint Use Airport.
- 3. Reduce or eliminate costly and duplicative administrative and regulatory requirements.
- A. Support administrative or legislative action to ensure consistency among the Federal congestion management and the State's Congestion Management Program requirements.
- B. Monitor and, where appropriate, support studies of market-based pricing measures to relieve traffic congestion, improve air quality and/or fund transportation alternatives.
- C. Seek Federal authorization allowing states, where appropriate to pursue options to privatize various aspects of transportation to increase the efficiencies and effectiveness of their available resources through private sector participation.
- D. Due to the elimination of Federal transit operating subsidies, support legislation to also eliminate Federal requirements and regulations regarding transit operations.
- E. Support legislation and/or administrative reforms to enhance Caltrans project delivery, such as simultaneous Environmental Impact Report (EIR) and engineering studies, and a reasonable level of contracting out of appropriate activities to the private sector.
- F. Support legislation and/or administrative reforms that result in cost savings to environmental clearance processes for transportation construction projects.
- G. Continue to streamline federal reporting/monitoring requirements to ensure efficiency and usefulness of data collected and eliminate unnecessary and/or duplicative requirements.